

U. S. PROTESTS WAR ZONE EDICT OF A YEAR AGO

German Admiralty's Decision to Warn Neutral Shipping From English Channel Provoked Storm of Denunciation.

The United States' controversy with Germany over the submarine issue, which reached a sensational climax today, dates back more than a year.

On February 4, 1915, the German admiralty issued the following statement:

"The waters around Great Britain and Ireland, including the whole English Channel, are declared a war zone from and after February 18, 1915.

"Every enemy merchant ship found in this war zone will be destroyed, even if it is impossible to avert dangers which threaten the crew and passengers.

"Also neutral ships in the war zone are in danger as, in consequence of the misuse of neutral flags ordered by the British government on January 31, and in view of the hazards of naval warfare, it cannot always be avoided that attacks meant for enemy ships endanger neutral ships.

"Shipping northward, around the Shetland Islands in the eastern basin of the North Sea, and in a strip of at least thirty nautical miles in breadth along the Dutch coast is endangered in the same way."

No sooner had the edict been published than a storm of protest arose throughout America, and the State Department immediately prepared a strong denunciation of Berlin's proposal.

THE WAR ZONE EDICT.

In spite of this, the following day, February 5, the German admiralty issued a fresh statement, extending the limits of the war zone.

The statement said: "England is on the eve of sending numerous troops and large quantities of war material to France. Against these transports we shall proceed with all the means of warfare at our disposal. Peaceful shipping is earnestly cautioned against approaching the northern or western coasts of France, as it is threatened with the serious danger that it will be confused with ships for war and like purposes. Around Scotland is recommended as the best track to the North Sea."

Gravest apprehension was felt in official circles as the result of these two statements, but action was delayed.

On February 19, the State Department received from Ambassador Gerard at Berlin an explanation of Germany's stand.

The memorandum pleaded that Germany's vital interest required creation of a war zone. It also charged Great Britain with violating the London and Paris declarations, with transgressing contraband rules, and with creating a war zone surrounding neutral territory, and making a virtual blockade in violation of all neutral law.

United States Protests.
Despite this explanation the United States sent a strong protest against the war zone to the German government the same day.

This note declared: "The Government of the United States would be constrained to hold the German government to a strict accountability for such acts of their naval authorities and to take any steps it might be necessary to take to secure to American citizens the full enjoyment of their acknowledged rights on the high seas."

Germany's reply came on February 26, coincident with the British announcement that it stood firm in its purpose to starve out Germany.

The sense of the German note was: "Agreed on the principles of neutral shipping, but the United States flag, suggested that the United States convey its own vessels; hoped that the United States would recognize the full meaning of the severe struggle which Germany is waging for her very existence."

February 13, "Der Tag," when the order went into effect, passed without the loss of a single ship, and Washington began to hope that the German edict was a bluff.

The next day, however, officials here were disillusioned. Two steamers, one neutral, the Norwegian ship *Belgica*, and the British ship *Dorset*, were torpedoed, and the British admiralty ordered the suspension of all traffic with the continent.

Proof of Intentions.
The following days gave additional proof of Germany's sinister intentions, and on April 20 the climax came, with the torpedoing of the American tank steamer *Gulflight* off the Scilly Islands.

Three persons were killed as a result of the attack, and the ship was nearly sunk. The United States Government immediately ordered an investigation of this case, as well as of that of the attack made on the American ship *Cushing* by a German aeroplane.

Excitement reached fever heat before the attack on the *Gulflight* became known in America, however.

On May 1, every newspaper in New York carried the following advertisement, dated April 22, from the Imperial German embassy at Washington:

Travelers intending to embark on the Atlantic voyage are reminded that a state of war exists between Germany and her allies and Great Britain and her allies; that the zone of war includes the waters adjacent to the British Isles; that, in accordance with formal notice given by the Imperial German Government, vessels flying the flag of Great Britain or of any of her allies, are liable to destruction in these waters, and that travelers sailing in the war zone on ships of Great Britain or her allies do so at their own risk.

In addition to this, scores of prominent passengers who had booked cabins on the giant liner *Lusitania*, sailing that day, received anonymous tele-

The German note claimed the submarine commander was justified, having acted in self-defense.

On the same day matters reached a climax in the case of Austrian Ambassador Dumba's activities in this country, and President Wilson demanded the envoy's recall.

No More Activities.
This naturally created a tremendous furor, but there were no more submarine activities, for the time, in which America was concerned, and excitement again died down.

This was especially the case after October 5, when Count von Bernstorff presented a note to the State Department, concerning disavowal and reparation in the Arabic case.

Events assumed a livelier turn on November 3, when the liner *Arcturion* was torpedoed in the Mediterranean.

This, however, was blamed on an Austrian submarine, and matters were finally brought to a half-way understanding.

The new year made an inauspicious start. After nearly two months of practice in the case of the *Arcturion*, on January 1 of the torpedoing of the *Lusitania* in the Mediterranean of the British liner *Patria*, with the death of two Americans, on December 30.

This was followed by a series of attacks, and the United States sent another protest to the Central Powers, on January 10, 1916.

Fears were again aroused, when the President announced that Berlin had promised to observe international law in the future in its submarine campaign in the Mediterranean, to investigate the *Patria* case, and to pay indemnity for Americans lost in the *Lusitania* horror.

Lansing Statement.
Optimism here was but short-lived, however, for, on January 25, following the publication of reports that the *Lusitania* controversy finally had been buried, Secretary of State Lansing issued an indignant denial, asserting that Germany had refused to disavow the act as demanded from the first in the various notes sent to Berlin by the Washington government.

The following day Secretary Lansing handed to Count von Bernstorff what was understood to be the United States' final word in the *Lusitania* controversy, and the note was transmitted to Berlin.

On February 4 Ambassador von Bernstorff received from Berlin an answer to this note, and shortly afterward the rumor became general here that the entire controversy had been amicably settled.

On the heels of this, however, came Germany's pronouncement, on February 15, that with the beginning of March submarines would be ordered to sink all armed merchantmen flying the flag of Great Britain or any of her allies.

The United States immediately made representations to Germany, demanding that the order be withdrawn. Germany refused, and matters took on a graver aspect than had in the past, since the days immediately following the sinking of the *Lusitania*.

Crisis Splits Party.
The crisis arising from this latest controversy for a time threatened to split the Democratic party, notable members in both houses of Congress demanding that the President recede from his position and warn America off the armed ships of belligerent nations.

"This the President refused to do, and brought on a bitter fight in both House and Senate.

The closing days of February and early March saw many heated debates at the Capitol over the submarine issue.

From the first the President stood firm, refusing any idea of a compromise, and flat-footedly rejecting a vote of confidence, which party leaders thought they could force, despite their fear that if the true issue came to a vote they would be beaten.

The President was adamant, however, and forced a show-down.

This came on March 3 in the Senate, when a vote was taken on Senator Gore's resolution to warn Americans of armed ships. By a political trick, Senator Gore managed to change the entire tenor of his measure before anyone discovered it, but it was too late.

The House delayed action long, but finally, on March 7, defeated a similar resolution.

Parleys At End.
The President let it be known that he was through with parleying over the submarine issue then, but matters did not come to an actual head until March 25 when the United States first felt the effect of the new "boat order."

On that date Washington heard of the torpedoing without warning of the French liner *Sussex* in the English channel, the loss of American lives, and of the steamers *Englishman*, *Berwindale*, *Manchester*, *Englemer*, and *Eagle Point*.

These cases really brought the present situation to a head.

The German reply to this note, sent to Washington May 30, charged that the *Lusitania* was an armed vessel, and therefore virtually a man-of-war, and that "The German government was acting in justified self-defense in seeking with all means of warfare at its disposal to protect the lives of its soldiers by destroying ammunition intended for the enemy."

Talk of War.
It was generally felt in Washington that Germany's reply was not satisfactory and talk of war was heard everywhere.

Matters came to a climax on June 8, when Secretary of State Bryan known for his pacifist views, refused to sign the new note prepared for transmission to Berlin and resigned from the Cabinet.

When the note, which was finally sent June 10, was published, it proved to be firm—but hardly of a warlike character.

The American Government denied that the *Lusitania* was armed, and again, "with solemn emphasis," warned Germany. The note declared the United States "is contending for nothing less than the right of the rights of humanity, which no government is justified in denying."

Berlin replied to this on July 3, reiterating its assurances that United States ships in legitimate trade would not be interfered with, expressed hope that the United States will see that such ships do not carry contraband, and suggested that four passenger ships, to be immune from attack, be placed in the trans-Atlantic service.

The American Government, however, particular the imperial government is unable to admit that American citizens can protect an enemy ship through the mere fact of their presence on board."

The fourth American note, sent July 21, asked for no reply.

Excitement Dies Down.
Notwithstanding the apprehension of officials, excitement over the submarine controversy died down to a certain extent after this, and did not break out again until August 19, when the Arabic, a British steamer carrying American passengers, was torpedoed off Fastnet.

Two Americans met their death in this disaster, and feeling ran high again, only to be somewhat subdued on August 28, when Count von Bernstorff promised full reparation.

The controversy was stirred up again when the British liner *Esperanza* was sunk by a German submarine off Fastnet on September 4, Berlin contended in this case that the ship might have been sunk by a mine.

On September 9 the United States Government received a reply to its protest to Berlin over the sinking of the *Arctic*.

WILSON INFORMS SOLONS OF NOTE

(Continued from Page One.)

the high seas against their use or to expose them to such risks could lawfully be asserted by any belligerent government.

"The law of nations in these matters, upon which the Government of the United States based its protest, is not of recent origin or founded upon merely arbitrary principles set up by convention. It is based, on the contrary, upon manifest and imperative principles of humanity and has long been established with the approval and by the express assent of all civilized nations.

"Notwithstanding the earnest protest of our Government, the imperial German government at once proceeded to carry out the policy it had announced. It expressed the hope that the dangers involved, at any rate the dangers to neutral vessels, would be reduced to a minimum by the instructions which it had issued to its submarine commanders, and assured the Government of the United States that it would take every possible precaution both to respect the rights of neutrals and to safeguard the lives of noncombatants.

HOPES NOT JUSTIFIED.

"What has actually happened in the year which has since elapsed has shown that those hopes were not justified, those assurances insusceptible of being fulfilled.

"In pursuance of the policy of submarine warfare against the commerce of its adversaries, thus announced and entered upon by the imperial German government in despite of the solemn protest of this Government, the commanders of German undersea vessels have attacked merchant ships with greater and greater activity, not only upon the high seas surrounding Great Britain and Ireland, but wherever they could encounter them, in a way that has grown more and more ruthless, more and more indiscriminate as the months have gone by, less and less observant of restraints of any kind; and have delivered their attacks without compunction against vessels of every nationality and bound upon every sort of errand.

"Vessels of neutral ownership, even vessels of neutral ownership bound from neutral port to neutral port, have been destroyed along with vessels of belligerent ownership in constantly increasing numbers.

"Sometimes the merchantman attacked has been warned and summoned to surrender before being fired on or torpedoed; sometimes passengers or crews have been vouchsafed the poor security of being allowed to take the ship's boats before she was sent to the bottom. But again and again no warning has been given, no escape even to the ship's boats allowed to those on board.

"What this Government foresaw must happen has happened. Tragedy has followed tragedy on the seas in such fashion, with such attendant circumstances, as to make it grossly evident that warfare of such sort, if warfare it be, cannot be carried on without the most palpable violation of the dictates alike of right and of humanity.

NOT WITHIN REASON.

"Whatever the disposition and intention of the imperial German government, it has manifestly proved impossible for it to keep such methods of attack up on the commerce of its enemies within the bounds set by either the reason or the heart of mankind.

"In February of the present year the Imperial German government informed this Government and the other neutral governments of the world that it had reason to believe that the government of Great Britain had armed all merchant vessels of British ownership and had given them secret orders to attack any submarine of the enemy they might encounter upon the seas, and that the Imperial German government felt justified in the circumstances in treating all armed merchantmen of belligerent ownership as auxiliary vessels of war, which it would have the right to destroy without warning.

"The law of nations has long recognized the right of merchantmen to carry arms for protection to use them to repel attack, though to use them, in such circumstances, at their own risk; but the imperial German government claimed the right to set these understandings aside in circumstances which it deemed extraordinary.

"Even the terms in which it announced its purpose thus still further to relax the restraints it had previously professed its willingness and desire to put upon the operations of its submarines carried the plain implication that at least vessels which were not armed would still be exempt from destruction without warning and that personal safety would be accorded their passengers and crews; but even that limitation, if it was ever practicable to observe it, has in fact constituted no check at all upon the destruction of ships of every sort.

"Again and again the Imperial German government has given this Government its solemn assurances that at least passenger ships would not be thus dealt with, and yet it has again and again permitted its undersea commanders to disregard those assurances with entire impunity. Great liners like the *Lusitania* and the *Arctic* and mere ferryboats like the *Sussex* have been attacked without a moment's warning, sometimes before they had even become aware that they

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BRITISH ANSWER TO U. S. ON WAY HERE

Reply to Blockade Protest Sent to
Ambassador Spring-Rice.

LONDON, April 19.—The British reply to the American protest against blockade regulations is now en route to Ambassador Spring-Rice at Washington. It was learned officially today.

A supplementary note from the French government also is en route to Ambassador Jussarand.

Both notes will be delivered to the State Department immediately upon their receipt.

War Relief Workers Will Meet Thursday

The weekly meeting of the war relief committee of the needlework guild is to be held Thursday of this week instead of Friday in the chapel of the Church of the Covenant. The committee is engaged in making bandages and surgical dressings for use in the battlefields of Europe. A box of such supplies is to go forward within a few days.

Miss Eleanor G. Du Puy, president of the District Branch of the Needlework Guild of America, is head of the committee, and will be glad to receive contributions of cash for the purchase of surgical supplies.

Resinol heals babies' skin troubles

Babies with eczema, teething rash, chafings, and other tormenting skin troubles need Resinol Ointment and Resinol Soap. They soothe and heal the irritated skin, stop itching, and let the little sufferers sleep. Babies bathed regularly with Resinol Soap almost never are troubled with skin eruptions.

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Chevy Chase Houses Visited By Thieves

Two Residences Ransacked by Intruders Who Break Glass in Doors.

Two houses in the Chevy Chase section were ransacked by thieves last night. In both instances entrance was gained by breaking the glass in a door.

Mrs. W. H. Bailey, 3738 Northampton street, reported that her home was entered by the front door and a revolver and gold watch stolen.

Charles Fisher, 328 McKelvey street, reported his home entered by a rear door. The place was ransacked, but nothing was missing. In both instances entrance was gained between 8 o'clock and midnight.

Losing Father's Money, Girl Ends Life With Acid

Because she had lost \$2 of her father's money, Pauline Arthur, colored, and sixteen years old, drank lyeol at her home, 1422 7 street northwest, late yesterday afternoon. She left a note for her father saying: "Father, I have lost \$2 of your money. I cannot find it." The girl died at Freedmen's Hospital shortly after taking the acid.

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